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"Harmony in
Diversity"

PORTLAND CITY CLUB BULLETIN

"Active
Citizenship"

VOLUME IV

PORTLAND, OREGON, FEBRUARY 29, 1924

NUMBER 21

FRIDAY, FEBRUARY 29

Hotel Benson, 12:10 Sharp

*It's Here
An Extra City Club Event on the
Extra Day of 1924*

INTRODUCING

POVL BÖRNE BJORNSKJOLD

*Danish Dramatic Tenor
Ellison-White Conservatory of Music*

J. Hutchison Accompanist

Speaker

DR. SYDNEY STRONG

*of Seattle
After Two Years Abroad*

Subject

"What Can We Hope for in Central Europe"

NOTE: Your Early Attendance is Earnestly Requested.

DR. STRONG has just returned from world travel, including six months lecturing in Australia. In October 1922 he reached Germany and has spent the time since visiting various parts of Central Europe. The months of November, 1922, and September, 1923, were spent in studying the social, economical and political conditions of Russia. He returned to his home in Seattle just before Christmas.

BE ONE OF THE TWO HUNDRED WHO ATTEND THIS MEETING

COMMITTEE REPORTS ON BRIDGE BOND ISSUE

Do you know the main features of the Bridge Bond Issue which comes before the voters of Portland, next Tuesday, March 4th?

The report of the special Bridge Committee of the City Planning Section of the City Club is herewith presented for the information of our members. The report is approved by the Board of Governors and will be voted on Friday.

The report is consistent with the Club's action on January 11th, which is briefly reviewed. The report is as follows:

REPORT OF CITY CLUB SPECIAL BRIDGE COMMITTEE ON BRIDGE BOND ISSUE (ELECTION MARCH 4TH) AND PLAN FOR FINANCING TRAFFIC ARTERY IMPROVEMENTS.

The last report of your special bridge committee was presented to the Club on January 11th, and later forwarded to the Board of County Commissioners and the City Council. The three main propositions of that report were as follows:

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Read the Report on Bridge Bonds

PORTLAND CITY CLUB BULLETIN

Published Weekly By

THE CITY CLUB

OF PORTLAND

Office of the Club 308 Henry Building
Telephone Broadway 8079

Subscription Price \$1.00 per year

Entered as Second Class Matter, October 29, 1920, at the postoffice at Portland, Oregon, under act of March 3, 1879

City Club dues are \$1.00 per month, payable semi-annually on May 1st, and November 1st. There is no initiation fee.

RESOLUTION

RESOLVED; That the City Club of Portland deplores the extension of the exhibition of moving picture films to Sunday mornings and the consequent encroachment on the few hours of the Sabbath Day which have been set aside by custom for religious education in our community; and earnestly suggests to the moving picture exhibitors of the city that they should voluntarily, and in a spirit of fair play, resume the old schedule for their shows.

THE CITY CLUB BOARD OF GOVERNORS

Approved, February 25th, 1924.

A few weeks ago the City Club dared to devote an entire meeting to a discussion of the ethical principles of the Sunday Morning "Movie," and the 100 members who heard our fellow member, Edward Laird Mills, in a masterly discussion of the question will agree with the above resolution which the Board of Governors will ask approval of on Friday.

Last Monday was a big day for the City Planning Section—two reports were presented for the approval of the Governors. One of these containing recommendations on the Bridge Bond Issue will come before the Club Friday. The other, an analysis of the proposed Zoning Ordinance will be published in next week's *Bulletin* and referred to the Club on March 7th. It is this type of work which the City Club is constantly performing for its members.

The program for Friday is contemplated as one which will bring out old and new members for a big reunion. It's really big stuff.

BJORNSKJOLD TO SING

The City Club is to have the opportunity of hearing Friday, Povl Borne Bjornskjold, the great Danish dramatic tenor. Some months ago, *The Pacific Coast Musician*, a Los Angeles musical paper, had this to say:

"Tenors are rare, good tenors are rarer. In the acquisition of Povl Bjornskjold as a resident, Los Angeles is fortunate in the possession of a singer who takes front rank with Western Artists."

Los Angeles, however, was unable to hold him permanently, and he has now established residence in Portland, where he has connected himself with the Ellison-White Conservatory of Music.

The local papers have given him praise unstinted since his first public appearances here. Mrs. Hilton-Turvey, writing in the *Oregonian* of November 9th, 1923, says of Bjornskjold, that "the keynote of his singing is power, and he is a true exponent of the Wagner modus, which has over-demanded of so many voices to their hurt. But Mr. Bjornskjold finished his exacting programme seemingly as fresh vocally as when he started it." Susie Aubrey Smith in the *Telegram* of the same date says, "Mr. Bjornskjold has a dramatic tenor voice of unusual power, and is a finished singer." J. L. Wallin has this to say of the same appearance, "They"—(his songs)—"were sung with unusual dramatic effect and with such success that he had to respond with half-a-dozen or more encores. While Emil Enna, in the *News*, "summing up the program," says, "the personal magnetism, sincerity of purpose, purity of tone, and flawless technique of the artist permitted the audience to settle down to an evening of true enjoyment."

Mr. Alfred Metzger in the *Pacific Coast Musical Review*, says, "Povl Bjornskjold is beyond a doubt one of the rarest tenors robusto we have heard and we doubt if he has a superior in the country at present." And says that he "may safely take his place beside the foremost Wagnerian tenors of the day."

Surely the City Club is fortunate in securing such a singer as soloist. His numbers will be given following the principal address on Friday. Be sure to come early.

Don't fail to read the report on the Bridge Bond Issue in this *Bulletin*. You will find it clear-cut and forward-looking.

ARE YOU COMING FRIDAY?

Current Dues Were Payable on November 1, 1923

AMENDMENT ANALYZED

The amendment to the City of Portland charter to be voted upon March 4th at the special election, provides for one thing only—the approval of \$987,000 of bonds, or more if necessary on account of increased cost through court appeals, for the purchase of right-of-way for approaches to the Burnside and Ross Island bridges and for the widening of certain streets tributary to the Broadway and Steel bridges. Contrary to an impression that is abroad, the amendment does not, either by statement or inference, refer to any future policy to be followed by the City in allocating the cost of future arterial street widenings. The impression that a favorable vote on the March 4th amendment also was a vote registered in favor of such a 75%-25% policy came about largely through the announcement two weeks ago that the City Council had adopted a resolution signifying its intention to follow that plan of financing in such arterial widenings that may come up in the future. While a favorable vote on the special election bridge bonds may be construed by the City Council to be an agreement to the precedent established in this instance, future projects might well be permitted to be considered on their merits when they come up.

The amendment itself is Section 236½ to be inserted in the charter. It provides:—

1. For \$987,000, or more, "Bridge Access Bonds," interest on which is not to exceed 5½%, maturity arranged from three to thirty years, not more than 10% of which are to be redeemed in any one year.

2. Proceeds of bond sale shall be expended for not more than 75% of the cost of "opening, altering, widening and/or extension of the streets, and the costs of lands, rights of way, easements and/or other rights necessary for the purpose of providing additional lands, rights of way, easements and/or other rights" for the Burnside and Ross Island bridge approaches, Glisan street approach to the Steel bridge and East Broadway street from Crosby to Larrabee street, which is the eastern approach to the Broadway bridge.

3. The other 25% of the cost of these projects, the amendment provides, "shall be raised by a local assessment for benefits in the manner and as provided by Sections 321 to 324, inclusive, of the charter." The costs of these projects shall include advertising, valuation, engineering and expense of acquiring property.

4. If appeals are made from assessments of benefits against property owners as established

BRIDGE BONDS

Continued from page 1

1. The problem of securing rights-of-way for the bridge approaches should be separated from the larger street widening projects;

2. The securing of rights-of-way for the approaches should be begun immediately as a County bonding proposition; and

3. The formulation of a new policy and plan for financing traffic artery improvements should be done slowly and thoroughly.

To what extent have the actions of the officials to-date been in line with these recommendations?

In regard to the first, the approach and widening projects have been separated.

In regard to the second, immediate action has been taken but as a City matter rather than as a County matter. The officials disagreed with the committee's conclusion as to the statutory authority of the County to acquire rights-of-way

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APPLICATIONS FOR MEMBERSHIP

The following applications for membership have been received and will be presented for the approval of the City Club, Friday, March 7th:

DR. F. M. BROOKS

Surgeon, Stevens Bldg.

C. B. HARRISON

Clergyman.

CHESTER A. LYON

Founder, "Big Brother Farm"

Lebanon, Oregon.

DR. KARL H. MARTZLOFF

Surgeon, Pittock Block.

BEN K. TUCKER

Law Librarian, Courthouse.

The above applicants are proposed by J. E. Drummond, M. L. Gilbert, B. A. Thaxter, Dr. Otis B. Wight and Thaddeus W. Veness.

Bring your new member to the big meeting on Friday. There won't be another like it before 1952!

by the City Engineer, the City is given authority by the amendment to issue bonds to the extent necessary to cover such additional court costs.

5. The bonds authorized by this amendment shall not be "counted in calculating the limited indebtedness otherwise applicable to the City of Portland."—F.H.Y.

Have You Proposed — That New Member ?

BRIDGE BONDS

Continued from page 3

for its bridges beyond the confines of existing streets; hence the decision to ask authority for a City bond issue which will be used to finance three-fourths of the cost rather than all of the cost, the plan being to assess the remaining one-fourth to benefitting property. With these variations, the Committee feels that its second proposition for general bonding has been substantially followed.

What the Bond Issue Asks

A special City election has been called for March 4th at which the voters will be asked to authorize a bond issue of \$987,000 for financing 75% of the cost of securing the rights-of-way for the Burnside and Ross Island Bridge approaches, together with two smaller projects which have been added to facilitate traffic on the Steel and Broadway Bridges. The joint estimates of the City and County engineers for these projects are as follows:

<i>Streets</i>	<i>Total Cost</i>	<i>75% Cost</i>
W. Burnside—Harbor Line to Third.....	\$ 973,000	
E. Burnside—Harbor Line to Grand.....	197,000	
Sub-total.....	\$ 1,170,000	
West Ross Island.....	\$ 29,000	
East Ross Island.....	23,000	
Engineering, Advertising, Appraisals, etc.....	35,000	
	\$ 1,257,000	942,750
Glisan St.—Third to Fourth	44,000	33,000
Broadway—Crosby to Larabee.....	15,000	11,250
Total.....	\$ 1,316,000	987,000

Financial Policy Needed

In regard to its third recommendation for a thorough formulation of a new plan for financing traffic artery improvements, the committee feels that no results have been accomplished. The committee urged thorough consideration of the Burnside widening plan partly on the ground that whatever was adopted for the Burnside widening would probably be taken as a precedent for other similar improvements. But it had no idea that the general bridge bonding plan would be construed as a precedent for financing Burnside or Powell Valley Road, or Interstate Avenue or any other traffic artery which is altogether

different in character. As a general proposition, the proportion of special benefit is much larger in a street improvement than in a bridge improvement and the committee can see no justification for the adoption of a resolution by the City Council that in the future all traffic arteries to be widened and improved should be subsidized by general bonds to the extent of 75 per cent.

Moreover, it is evident that a fixed percentage is arbitrary; it might be fair in one case but far from equitable in another. But if it were desirable to adopt an arbitrary fixed percentage the committee is of the opinion that the proportion of special benefit would equitably run much higher on the average than 25 percent.

A plan for financing artery improvements should embody a few general principles which are applicable to varying conditions, such as width of streets, extent and kind of abutting improvements, arterial character, etc. As suggested in the previous report, it is thought also that serious study should be given in this connection to the principle of excess condemnation. The question should also be raised whether the general public's share of the cost of artery improvements should be financed entirely by bonds or partly on a "pay-as-you-go" basis.

Recommendations

Your committee recommends that the City Club endorse and that its members vote favorably on the charter amendment which is to be submitted to the people March 4th. This is recommended for the reason that the charter amendment includes substantially what the committee in its previous report set forth as good public policy; and for the further reason that the bridge emergency will be made more acute by an unfavorable vote on this question.

If the committee felt that the adoption of the proposed charter amendment could be regarded as an expression of approval for the Council's resolution referred to before, it would unhesitatingly urge rejection of the amendment. The bridge measure should be approved on its merits alone and no commitment or reservation attached which will complicate future proposals for street widenings and hinder their consideration on the sole basis of their respective merits.

SPECIAL BRIDGE COMMITTEE

* Leo. R. Lange
 * John H. Lewis
 * George N. Woodley
 * F. Harold Young

Come Friday !